

CLASSIFICATION **CONFIDENTIAL**

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COUNTRY Soviet Zone of Germany

REPORT NO.

TOPIC Airfield of KOETHEN

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EVALUATION see below

PLACE OBTAINED

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DATE OF CONTENT see below

DATE OBTAINED

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DATE PREPARED 16 September 1949

REFERENCES

PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

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 letter of 16 October 1978 from the
 Director of Central Intelligence to the
 Archivist of the United States.
 Next Review Date: 2008

- 25X1 1. No aircraft were observed at the KOETHEN (N 52/D 95) airfield the morning of 20 July 1949. The hangars were closed. The radio station previously located in front of the hangars had been removed. The fuel dump at the northern barracks edge was almost completed. The excavated pit was covered with soil. Wooden ventilation chimneys had been built. There was one door on each of the narrow sides. Near the fuel dump there was a garage in which five tank trucks were stored. 25X1

- 25X1 2. a. The following aircraft were observed at the KOETHEN airfield: On 8 August 1949: Sixteen Yak-9s, six LAAs, two Boston-IIIs, and seven U-2s.

On 10 August 1949: Eighteen Yak-9s, four LAAs, two Boston-IIIs, and nine U-2s.

- b. Aircraft possibly parked in the hangars were not observed.

c. In comparison with previous observations novel aircraft types were not noticed. The fighters made local flights with spot landings and practiced firing at sleeve targets and at ground targets. This type training was done by nine aircraft which, after gathering at an altitude of 5,000 feet, approached the airfield, and, about 6,500 feet from the target, made individual low-level attacks, firing at the targets from an altitude of 1,000 feet. The individual aircraft, in gliding flight, attacked at intervals of 1,600 feet.

3. The previously reported garages for tank trucks, except for the doors, were completed and were occupied by tank trucks. The completed earth bunkers stored 53-gallon containers. Field emplacements, which were presumably used for training purposes by the army units stationed at the field, were under construction at the southern edge of the airfield. *

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NO CHANGE IN CLASS

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Class. CHANGED TO: TS S C

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4. The air force personnel at the field numbered about 500 M.T. Some of them wore air force insignia and many decorations, others had blue epaulets with indented flashes and wings. [REDACTED]

25X1 [REDACTED] the following units were stationed at the airfield :

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- a. Air units comprising a fighter unit, an air reconnaissance squadron, a pilot school, and a weather reconnaissance squadron. **
- b. Ground units of the air units and supply units.

5. [REDACTED]

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25X1 [REDACTED] Comment:

a. Report shows that the occupation of the CHITRA airfield has not changed since June and July 1949. The aircraft so far observed at the field numbered no more than eighteen Yaks (not clarified as yet whether Yak-3s or Yak-9s), eleven LAs, seven A-20s, twelve to fifteen PO-2s. Since the interior of the hangars could not be observed, it is possible that more aircraft of these types are parked at the airfield. According to the last observations, it is still assumed that a fighter regiment equipped with Yaks, and an air reconnaissance regiment equipped with LAs and A-20s, are stationed at the airfield. The PO-2s are presumably utilized by both units for training purposes. [REDACTED] support the assumed occupation.

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- * c. Report confirms the construction of both a fueldep at the northern field border and new garages for tank trucks.

- ** d. The statements on the occupation of the airfield to a certain degree corroborate previous information. The mentioned pilot school is probably equipped with PO-2s. No indications have, however, so far been observed that these aircraft form one unit. This is also the first information on the existence of a weather reconnaissance unit. [REDACTED] it is known that aircraft of the air reconnaissance unit make weather reconnaissance flights. [REDACTED] believed these aircraft to be assigned to a weather reconnaissance unit.

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